311 Approximately 65 percent of the forests consist of wood ready
137 for cutting, i.e. the trees are over 100 years old. These and the above figures should be regarded as only estimates; for a large part of the forested area has neither been investigated nor has a count of the supply in the forests been made. What large tasks are still to be resolved here and also in the other Far Eastern regions is shown by the figure given by V.F. Panayev for the year 1936: he said that at the time only 18.4 percent of the total forested area in the Buryat Mongol ASSR had been explored. (12)

12. Problemy Buriat-Mongolskoi ASSR /Problems of the Buryat-Mongol ASSR/, Works of the First Conference for Exploring the Productive Powers of the Buryat-Mongol ASSR, 2 vols., (Moscow-Leningrad, 1935-36), Vol. II.

313 The use of the wood is determined in terms of area by the development of transportation. The exploitation of the forests is limited to the area of the Selenga and its tributaries, which carry down the cut wood for the most part to Ulan-Ude or Il'inskoye for processing. The forests are also exploited in the regions near the shores of Lake Baykal, where wood processing industries have arisen at the mouths of the Barguzin and of the Upper Angara. The most important plant in this area is in Mysovsk /now: Babushkin/, where a great lumber works with sixteen saw sashes is situated /saw frame/. The railroads should also be mentioned as the last supplying line for exploiting /171/ the forests, while all the remote forests still remain in their natural state.

311 In Chita Oblast the forest conditions are similar, but here the
313 percentage of actual forest is somewhat greater than in the Buryat-Mongol ASSR. The exploitation of the forests is limited to the regions near the railroad and to the areas neighboring on the Amur and its tributaries. The main processing centers are Chita, Khokhotuy, and Bada.

311 The percentage of forested areas in the other Far Eastern regions appears slight, being 37 percent for the forested areas and 21 percent for areas actually stocked with trees. This is explained by the fact that to these regions also belong the areas of the northeast, such as the Chukchi and Koryak peninsulas, the Okhotsk coastal area, and Kamchakta, which in part are completely without forests or have only slight forests. This is also explained by the great difference between the general forest potential (104.2 million hectares) and the area stocked with forest

forests here is estimated to be 6.5 billion cubic meters, of which 5.4 billion cubic meters consist of coniferous wood.

The entire river network of the Amur, with its numerous tributaries which are navigable by ships and rafts, facilitates the exploitation of the forests, and accordingly a significant wood industry has been able to develop in the Amur and Ussuri regions. Khabarovsk and the surroundings are regarded as the base of this industry. From there the bulk of the wood-processing industry extends to the south, following the leading line of the Ussuri and always lying on the tributaries of the Ussuri. Here, from north to south, lie the wood centers of Khor, Dormidontovka, Bikin, Lesopil'nyoye, Lesozavodsk, and Vladimirovka. Another base for the wood industry is formed by Vladivostok and its environs with the towns of Okeanskaya, Shkotovo, Lukyanovka, and Tigrovka. Sovyetskaya Gavan' has very recently become the most important wood-processing center on the coast of the Sea of Japan. Komsomol'sk has received a large works for producing cellulose and paper. Aleksandrovsk on Sakhalin and Petropavlovsk on Kamchatka have in the last few years also been equipped with wood-processing plants.

The total amount of wood cut has increased significantly in comparison with the period before World War II. According to careful estimates, the amount of wood cut during the year of 1952 can be assumed to be 5 million cubic meters in the Buryat-Mongol ASSR, 6 million cubic meters in Chita Oblast, and 30 million cubic meters in the other Far Eastern regions. Considering all the circumstances, this estimate is more likely to be too low than too high.

The Soviet Union has acquired an important supplement to its wood economy by its acquisition of southern Sakhalin. The Japanese had built up an excellent wood industry, which before the war consisted of 68 saw mills and 11 large cellulose and paper factories. Karafuto exported annually to Japan more than 1.2 million cubic meters of wood and many times the value of this wood in cellulose and paper. What importance the wood-processing industry had for the economy as a whole is indicated by the industry's share, in terms of value, in the total production of Karafuto. The share of industry in Karafuto's production was approximately 60 percent, and of this 60 percent the cellulose and paper factories alone provided around 90 percent, and the entire wood-processing industry 92 percent. All this now stands at the disposal of the Soviet Union.

361 this city almost 25 percent of the total population of the Buryat-Mongol
[391] ASSR have been brought together. Ulan-Ude has the largest locomotive and railroad car factory in eastern Siberia; this factory supplies the whole Far East. Supported by the Buryat's important breeding of livestock,
[253] the largest meat factory in Siberia, which produces canned meats, frozen meats, and other preserved meat goods has come into existence. The meat plant is in a position to process 400 cattle, 1,000 sheep, and 250 pigs a day. In 1940, 25 million cans of meat were sent out. Two large
[323] glass factories make Ulan-Ude also the supply center for crockery and glass goods for the entire Soviet Far East. Lying on a river and a rail-
[376] road, Ulan-Ude is favorably located in terms of transportation. At the same time Ulan-Ude is also the center of the Selenga water transportation, for which river steamers and barks are built in the city's own dockyard. Steamers not only carry traffic downstream but also carry it up the tributaries, for example on the Chikoy, which runs through agricultural regions. Of no less great importance is the floating of lumber, since the tributaries of the Selenga come from areas rich in forests. Here
● [313] again the lumber streams into Ulan-Ude, where it is processed in large sawmills. Iliynsk, which lies on the Selenga 57 kilometers below the capital, is also an important wood-processing center.

133 Ulan-Ude lies at the point where the Selenga Valley unites with the valley of the Uda. As a contiguous graben depression, the two form a morphological-tectonic unit, and in their natural state, they were once a steppe. /215/ /Sketch Map of the Buryat-Mongol ASSR:/ /216/ These two valleys today are the most heavily populated and economically the most important regions in the Buryat-Mongol ASSR.

Above Ulan-Ude the valley of the Selenga soon expands into a hilly to gently rolling, pure steppe landscape, which continues over
487 the border into Mongolia. It is traversed by the old caravan road, which connects Ulan-Ude with the capital of the Mongolian People's Republic, Ulan-Bator, the former Urga. At the border crossing Kyakhta (approximately 10,000 inhabitants) lies opposite the Mongolian Atlan Bulak
491 (Chinese: Maimachen). This overland route, expanded into an auto-
496 mobile highway in the period of the Soviet Union, has since 1938 been supplemented by a railroad line, which branches from the main line at Ulan-Ude but does not follow the old road. Rather it goes around Gusinoye Lake in a western arc and reaches the border at Naushki, approximately 20 kilometers west of Kyakhta. A lengthening of this
491 railroad to Urga was carried out in 1949. A land route usable throughout the year by trucks branches off from Novo Selenginsk toward the west into the river area of the upper Dzhida.

lengthening of the BAM via the Sikhote-Alin' to Sovyetskaya Gavan', which is the best natural harbor on the coast of the Gulf of Tatar. The railroad for a part of the way uses the middle course of the Khungari, a right tributary of the Amur, in whose basin a large Tertiary brown coal deposit was discovered in 1932. This deposit is supposed to be used to run the railroad. At present the railroad to Sovyetskaya Gavan' already plays an important role in the treating of lumber from the Sikhote-Alin', which is processed for export in a large lumber mill in the harbor city.

Nikolayevsk with its approximately 30,000 inhabitants is the economic center in the region around the mouth of the Amur. It owes its importance above all to the wealth of fish in the neighboring parts of the sea and in the Amur. Accordingly, it has been able to develop into one of the largest centers of the fish-processing industry. The city cannot develop very well as a sea harbor because of the harsh climatic conditions--the ice-free period lasts only around 160 days--and the unfavorability of the mouth. The mouth of the river is closed off by a sand bar of great width, which enables only those ships to pass which have a draught of up to 3.50 meters. In addition, there is the fact that the "Amur-Liman" itself is very flat, has many shallows, and thus permits sea-going ships to travel on it only in a few natural canals. Thus only smaller coastal vessels can get into the Amur, while larger sea-going ships must be unloaded on the open sea and their goods transferred to river vessels. For many years they have been in the process of creating a suitable waterway in the Amur, but the difficulties appear to be too great. Above all the natural deposit of bar sand again and again destroys the work of man.

The Sikhote-Alin'

The Sikhote-Alin' with its mountains fills the entire area from the mouth of the Amur on the north to the steep break at the Bay of Peter the Great. In contrast to this vast expanse, the narrow depression which extends at the western foot of the Sikhote-Alin' and which only in the south has extensive plains, appears to be of subordinate importance, particularly, too, because spurs of the Sikhote-Alin' not uncommonly penetrate almost to the Ussuri, and individual mountains of the Sikhote-Alin's border steps which traverse the entire land, appear even in the plain. Nevertheless, the smaller depression has the greater significance, for in it sits the bulk of the population, and in it

means of transportation. They have built 653.2 kilometers of railroad lines, and in addition they have improved the land roads, too, so that they can be traveled regularly by buses. However, this opening up to traffic has generally been limited to the regions near the coast and to the most southerly part of the island, while the greatest part of the interior, as in northern Sakhalin, remained left to itself. Now the most important coal deposits also lie not far from the coast, and the Japanese succeeded in bringing production in a large number of mines up to approximately two million tons by the beginning of the last war. Of this 500,000 tons could be exported to Japan. The remainder was used in Sakhalin, above all in the wood industry, which had been developed on a large scale by the Japanese. Since 1929 the Japanese had gone about, in a planned fashion, the building up of a cellulose and paper industry in southern Sakhalin, in order to be able to supply their home economy with these products. At the end, just before the outbreak of war, there were eleven large cellulose and paper factories in the country, and their production constituted almost 90 percent of the industrial production of southern Sakhalin. The share of these factories in the total production of Karafuto was around 60 percent. In addition, southern Sakhalin delivered large quantities of wood as cut wood and raw lumber. Southern Sakhalin was also very important to Japan as a base for fishing, which produced rich surpluses. However, in one thing the Japanese did not succeed: the securing of food for the population from the island itself. In this particular Sakhalin was an importing region, although the Japanese made every effort to expand agriculture and the breeding of livestock.

/283/ After the evacuation of the Japanese and the taking over of southern Sakhalin by the Soviet Union, the Soviet Union has striven to fill the land with people and to get the economy's production going again. On this there are numerous reports, which tell especially of the founding of kolkhoz and sovkhoz. In addition there are constant reports on the establishment of fishing stations and of fish-processing central stations, but there are only a very few reports on the taking over of coal mines and of getting them into production. There is little information on the installations of the wood industry, although it is to be assumed that the Soviet Union has above all laid value on getting the industrial plants into production, and apparently, too, everything has been done so that these plants could take up their production again.

world. The crabs are extraordinarily large and attain lengths of half a meter and more. They are drawn up from the bottom of the sea in drag nets in which they get entangled. Worthy of mention in this connection are the floating crab canning factories, which are used on the west coast and which carry out on board all the work from catching to canning.

The capital of the peninsula is Petropavlovsk. The city lies on Avacha Bay, which freezes over only exceptionally. The bay is surrounded in a semi-circle by the panorama of high volcanos. The city's favorable natural harbor, which a short while ago got a shipyard with a dock for ships of up to 5,000 gross registered tons, gains more and more in importance since the ships of the Northern Sea Route spend the winter here before they start out on their trip to the north. This applies especially to ships which regularly travel to the Kolyma River in order to ensure supplies of heavy materials to the gold regions on the upper course of the Kolyma. Petropavlovsk is the center of the hunting of sea animals and of the industries connected with this. In addition, the city also has fish processing installations, a brickyard, saw mills, and a can factory, which is of especial importance since it supplies the necessary material to all the smaller fish processing localities. In the treeless delta of the Kamchatka River lies Ust'-Kamchatsk, the next most important locality on the peninsula. More than 2,000 workers /302/ work in the canning factories there in the summer. The locality, in addition, has a special importance as the gateway to the interior of the peninsula, which can be reached easily only through the Kamchatka valley, while the other approaches have to overcome difficult passes. In increasing measure also wood is floated down the Kamchatka River to the coast, where it is processed in and sent on from Ust'-Kamchatka. In the broad longitudinal valley of the Kamchatka there are a series of villages, among which Verkhne Kamchatsk and Mil'kovo should be mentioned. In this area removed from the coast, horses are kept, since supplying fish food for dogs causes difficulties. At the inner entrance to the cross valley, at the foot of the largest volcano cone, lies the village of Klyuchi, from which the volcano receives its name. Here the traffic lines from the interior merge and make the locality into a central trading place, especially for fur goods. In addition to Russians and Koryak, some Chinese and Koreans have also settled here. Klyuchi has a scientific observatory for the study and special observation of the Klyuchevskaya Sopka. Below the village the Kamchatka widens into a sea decorated with islands.